

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended): An intake manifold for a fresh air system of an internal combustion engine, in particular in a motor vehicle, having a pipe section ~~(2)~~ which is assembled from at least two pipe parts ~~(3, 4)~~ which are manufactured as injection-molded parts and are joined together by a joint ~~(12)~~ formed by a material integrally molded or injected into the area of a parting line ~~(5)~~ between the pipe parts ~~(3, 4)~~.

Claim 2 (currently amended): The intake manifold according to Claim 1, wherein

- the intake manifold ~~(1)~~ has a bellows section ~~(6)~~ which is jointed to the pipe section ~~(2)~~,
- the bellows section ~~(6)~~ is designed as an injection-mold part and is integrally molded or vulcanized onto the pipe section ~~(2)~~.

Claim 3 (currently amended): The intake manifold according to Claim 2, wherein the joint ~~(12)~~ and the bellows section ~~(6)~~ are made of the same material.

Claim 4 (currently amended): The intake manifold according to Claim 2, wherein the joint ~~(12)~~ of the bellows section ~~(6)~~ are designed in one piece together.

Claim 5 (canceled).

Claim 6 (currently amended): The intake manifold according to Claim 1, wherein the pipe parts ~~(3, 4)~~ form in the area of their parting line ~~(5)~~ at least one injection channel ~~(11)~~ into which the joint ~~(12)~~ is injected.

Claim 7 (currently amended): The intake manifold according to Claim 1, wherein the material of the joint ~~(12)~~ is coordinated with the material of the pipe parts ~~(3, 4)~~ so that the material of the joint ~~(12)~~ attaches the pipe parts ~~(3, 4)~~ to one another by means of adhesion and/or fusion.

Claim 8 (currently amended): The intake manifold according to Claim 1, wherein the pipe parts ~~(3, 4)~~ are designed in the area of their parting line ~~(5)~~ so that the material of the joint

~~(12)~~ joins the pipe parts ~~(3, 4)~~ together in a form-fitting manner.

Claim 9 (currently amended): A method for manufacturing an intake manifold ~~(1)~~ for a fresh air system of an internal combustion engine, in particular in a motor vehicle

- in which at least two pipe parts ~~(3, 4)~~ are manufactured as injection-molded parts,
- in which parts ~~(3, 4)~~ are joined together to form a pipe section ~~(2)~~,
- in which a joint ~~(12)~~ is integrally molded or injected using a material which joins the pipe parts ~~(3, 4)~~ to one another in the area of a parting line ~~(5)~~ between the pipe parts ~~(3, 4)~~.

Claim 10 (currently amended): The method according to Claim 9, wherein a bellows section ~~(6)~~ is integrally molded or vulcanized onto one end ~~(7)~~ of the pipe section ~~(2)~~.

Claim 11 (currently amended): The method according to Claim 10, wherein the integral molding or injection of the

~~compound (12)~~ joint and integral molding of the bellows section ~~(6)~~ are performed in a joint operation.

Claim 12 (currently amended): The method according to Claim 10, wherein the same material is used for the joint ~~(12)~~ and for the bellows section ~~(6)~~.

Claim 13 (currently amended): The method according to Claim 10, wherein before integral molding or injection of the compound ~~(12)~~ and before integral molding of the bellows section ~~(6)~~, the at least two pipe parts are assembled to form a hollow space for receiving the material of the bellows section ~~(6)~~ with one hollow space or with multiple hollow spaces to accommodate the material of the joint ~~(12)~~.

Claim 14 (canceled).

Claim 15 (currently amended): The method according to Claim ~~14~~ 21, wherein the integral molding of the ring gasket ~~(13)~~ performed in the same operation as the integral molding of the bellows section ~~(6)~~ and/or the integral molding or injection of the joint ~~(12)~~.

Claim 16 (currently amended): The method according to Claim 9, wherein the pipe parts ~~(3, 4)~~ in the assembled state form at least one injection channel ~~(11)~~ into which the material of the joint ~~(12)~~ injected in the area of their parting line ~~(5)~~.

Claim 17 (currently amended): The method according to Claim 1, wherein the material of the joint ~~(12)~~ is coordinated with the material of the pipe parts ~~(3, 4)~~ so that the material of the joint ~~(12)~~ joins the pipe parts ~~(3, 4)~~ to one another by means of adhesion and/or fusion.

Claim 18 (currently amended): The method according to Claim 9, wherein the pipe parts ~~(3, 4)~~ are designed in the area of their parting line ~~(5)~~ so that the material of the joint ~~(12)~~ joins the pipe parts ~~(3, 4)~~ together in a form-fitting manner.

Claim 19 (currently amended): The method according to Claim ~~9~~ 10, wherein the same material is used for two members from the group of the joint ~~(12)~~, the bellows section ~~(6)~~ and the ring gasket ~~(13)~~.

Claim 20 (new): An intake manifold for a fresh air system of an internal combustion engine, in particular in a motor vehicle, having a pipe section which is assembled from at least two pipe parts which are manufactured as injection-molded parts and are joined together by a joint formed by a material integrally molded or injected into the area of a parting line between the pipe parts, wherein a ring gasket is integrally molded or vulcanized onto the pipe section.

Claim 21 (new): A method for manufacturing an intake manifold for a fresh air system of an internal combustion engine, in particular in a motor vehicle

- in which at least two pipe parts are manufactured as injection-molded parts,
- in which parts are joined together to form a pipe section,
- in which a joint is integrally molded or injected using a material which joins the pipe parts to one another in the area of a parting line between the pipe parts,

wherein a ring gasket is integrally molded or vulcanized onto an end of the pipe section.